




Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

- 
1. [Currently amended] A method for managing freight in a supply chain management framework, comprising:
 - a) displaying a plurality of distribution centers of a supply chain utilizing a graphical user interface;
 - b) receiving a truckload freight value in an input field of the graphical user interface;
 - c) converting the truckload freight value to a case rate value or a freight rate value;
 - d) displaying a suggested value in an output field;
 - e) determining if an optimal product routing for each of a plurality of lanes should be run;
 - f) if yes, then running the optimal product routing for each of the plurality of lanes; and
 - g) performing a supply chain analysis using the converted truckload freight value.
 2. [Canceled] The method of claim 1, wherein a suggested value is displayed in an output field.
 3. [Currently amended] The method of claim 21, wherein the suggested value is received from a supply chain manager utilizing a network.
 4. [Currently amended] The method of claim 1, wherein the truckload freight value is converted to a case rate value.
 5. [Original] The method of claim 1, wherein the truckload freight value is converted to a freight rate value.
 6. [Original] The method of claim 1, wherein the truckload freight value is received utilizing a network.

- 
7. [Currently amended] A system for managing freight in a supply chain management framework, comprising:
- a) logic for displaying a plurality of distribution centers of a supply chain utilizing a graphical user interface;
 - b) logic for receiving a truckload freight value in an input field of the graphical user interface;
 - c) logic for converting the truckload freight value to a case rate value or a freight rate value;
 - d) logic for displaying a suggested value in an output field;
 - e) logic for determining if an optimal product routing for each of a plurality of lanes should be run;
 - f) logic for, if yes, then running the optimal product routing for each of the plurality of lanes; and
 - g) logic for performing a supply chain analysis using the converted truckload freight value.
8. [Canceled] The system of claim 7, wherein a suggested value is displayed in an output field.
9. [Currently amended] The system of claim ~~8~~7, wherein the suggested value is received from a supply chain manager utilizing a network.
10. [Currently amended] The system of claim 7, wherein the truckload freight value is converted to a case rate value.
11. [Original] The system of claim 7, wherein the truckload freight value is converted to a freight rate value.
12. [Original] The system of claim 7, wherein the truckload freight value is received utilizing a network.

- 
13. [Currently amended] A computer program product for managing freight in a supply chain management framework, comprising:
- a) computer code for displaying a plurality of distribution centers of a supply chain utilizing a graphical user interface;
 - b) computer code for receiving a truckload freight value in an input field of the graphical user interface;
 - c) computer code for converting the truckload freight value to a case rate value or a freight rate value;
 - d) computer code for displaying a suggested value in an output field;
 - e) computer code for determining if an optimal product routing for each of a plurality of lanes should be run;
 - f) computer code for, if yes, then running the optimal product routing for each of the plurality of lanes; and
 - g) computer code for performing a supply chain analysis using the converted truckload freight value.
14. [Canceled] The computer program product of claim 13, wherein a suggested value is displayed in an output field.
15. [Currently amended] The computer program product of claim ~~14~~¹³, wherein the suggested value is received from a supply chain manager utilizing a network.
16. [Currently amended] The computer program product of claim 13, wherein the truckload freight value is converted to a case rate value.
17. [Original] The computer program product of claim 13, wherein the truckload freight value is converted to a freight rate value.
18. [Original] The computer program product of claim 13, wherein the truckload freight value is received utilizing a network.
-

19. [New] The method of claim 5, further comprising comparing the truckload freight rate against a freight benchmark.
20. [New] The system of claim 11, wherein the truckload freight rate is compared against a freight benchmark.
21. [New] The computer program product of claim 17, further comprising computer code for comparing the truckload freight rate against a freight benchmark.
22. [New] The method of claim 1, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane.
23. [New] The system of claim 7, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane.
24. [New] The computer program product of claim 13, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane.
25. [New] The method of claim 22, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane and in the event of multiple routing having substantially identical costs, then determining the optimal product routing based on an order of preference of a full truckload quote, partial truckload, and via redistribution at a redistribution center.
26. [New] The system of claim 23, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane and in the event of multiple routing having substantially identical costs, then determining the optimal product routing based on an order of preference of a full truckload quote, partial truckload, and via redistribution at a redistribution center.

27. [New]

B2 The computer program product of claim 24, wherein the optimal product routing comprises performing an analysis using both truckload levels and routing by lane and in the event of multiple routing having substantially identical costs, then determining the optimal product routing based on an order of preference of a full truckload quote, partial truckload, and via redistribution at a redistribution center.
